

**Executive Committee for Highway Safety
Lane Departure Working Group
Meeting Minutes – Mtg. #2
June 16, 2004**

Location:

Transportation Management Center Conference Room @ 1:00 p.m.

Committee Members in Attendance:

Steve Varnedoe	Brad Hibbs	Roger Thomas	Charlie Zegeer
Calvin Johnson	Sgt. Tim Hartsell	Jimmy Eatmon	Ruben Moore
Kevin Lacy	Cliff Braam	Jackie Johnson	Brian Mayhew

Scribe:

Cliff Braam

Minutes:

- The meeting began at approximately 1:10 p.m.

Task I – Action Items from Last Meeting

- There were several action items/assignments from the last meeting that were to be reported back to the group at this meeting. Below is a brief overview of each.

<u>Name</u>	<u>Item</u>
Braam	<ul style="list-style-type: none">• Ensured that everyone in the group was receiving the Fatal notification e-mails.• Ensured that all group members had received an updated list of contact information.• There was discussion at the last meeting requesting an analyses be done for two lane roads before and after shoulders were added to determine the safety benefit of paved shoulders. TSSMU received a list of locations that have had paved shoulders added, but only 5 locations had begin and end construction dates (which is required for the analysis). These five locations were reviewed, but no major findings as related to the safety benefit of these improvements could be determined due to the limited number of crashes at each of these locations. <p>TSSMU will be evaluating projects developed and installed under the NC Moving Ahead program in the future.</p> <ul style="list-style-type: none">• Additional data analysis on Lane Departure crashes was provided that included:<ul style="list-style-type: none">• Time of day• % of road by class compared to % of road class lane miles on the system• Posted v. Estimated Speed• By age• Secondary roads by paved and unpaved
Mayhew	<ul style="list-style-type: none">• Brian Mayhew, gave an overview of North Carolina's Highway Safety Improvement Program (HSIP). He talked about the intent, structure, development and evaluation of the program. N.C.'s HSIP process is systematic and data driven.

- Lacy
 - Kevin reviewed the different levels of injuries that may occur in a crash and what the coding signifies.
 - K – Fatal (Killed)
 - A – incapacitating injury that is easily visible and will likely incapacitate the person for 24 hours or more.
 - B – Visible injury, but not incapacitating.
 - C – No visible injury, but complaint of pain
 - O – or PDO (property damage only). No injury to occupants.
- Braam
 - Bucky provided information to Cliff who passed it on to the group concerning how the Regional offices investigate locations where fatal crashes occur.
- Zegeer
 - Charlie provided copies of portions of the Southeast Fatal Report to group members and discussed various parts of it, pointing out the more prominent issues.
 - Charlie also, provided an overview of studies involving safety benefits of adding shoulders to two lane roads. When two foot paved shoulders are added, target crashes are reduced by 16%. Charlie stated that the benefit of adding shoulders was related to the average daily traffic and existing lane widths.

Task II – Developing and Implementation Plan

- Cliff reminded everyone that the main task of the group was to examine different strategies for alleviating/reducing lane departure type crashes and to present these to the Executive Committee for Highway Safety (ECHS) in the form of an implementation plan to see which ones they wanted to move forward with.
- There was general discussion about the implementation plan and its structure. It has been decided that the implementation plans for the working groups will follow the same general format as those presented in the NCHRP 500 reports.
- The group will take a particular strategy and put enough information together so that when it is presented to the committee, the committee can make an informed decision as to which strategies they would like to see moved forward.

Task III– General Discussion

The group next engaged in discussion centered around potential strategies for addressing lane departure crashes. A list was generated and assignments were made for individuals to take the basic strategy and put together an outline as discussed earlier working towards the implementation plan. Listed below are the initial strategies and who is responsible for each.

Strategy	Name
Rumble Strips	Roger
Driver Education Component	Kevin/Tim
Support of DOT's Long Range Transportation Plan	Kevin/Steve
Clear Zone Improvements Trees/Vegetation Utility Poles Side Slopes Culverts/Drainage Features Roadside Hardware	Roger – Initial investigation; best way to approach; collectively or individually

Advisory Speeds	Ruben/Bucky
Improved Delineation of Curves	Ruben/Bucky
Law Enforcement on Speed	Tim/Cliff
Geometric Improvements	Charlie/Brad

- The meeting was adjourned at 3:10 p.m.

Action Items:

Name	Item
Braam	Analyze data for speeds below posted speed limit
Lacy	Ensure that the Speed working group is aware that speed is a factor in lane departure crashes
Braam	Send out the TEAAS code sheet that describes the variables on the crash analysis reports.
Braam	Get copy of DOT Long Range Plan from Steve and distribute to the group.
Braam	Get links from Charlie to the various reports he discussed and provide to the group.

Next Meeting: September 14, 2004

Transportation Management Center Conference Room (1:00 to 3:00 p.m.)